



National Transportation Safety Board Aviation Accident Preliminary Report

Location:	Islip, NY	Accident Number:	ERA17LA134
Date & Time:	03/21/2017, 2056 EDT	Registration:	N62RF
Aircraft:	BEECH 95B55	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

On March 21, 2017, about 2056 eastern daylight time, Beech 95-B55, N62RF, was substantially damaged during landing at Long Island MacArthur Airport (ISP), Islip, New York. The private pilot was not injured. Night visual meteorological conditions prevailed, and no flight plan was filed for the local personal flight, conducted under the provisions of 14 *Code of Federal Regulations* Part 91.

According to the pilot, on the night of the accident he intended to perform three full-stop landings at ISP to maintain currency. To allow time for his night vision to adjust and be sure the airplane was properly configured, he contacted air traffic control for clearance to depart the traffic pattern and fly direct to the Calverton VOR/DME (CCC). He then departed ISP, flew the published hold at CCC, and was subsequently vectored to the final approach course for runway 24 at ISP. He also loaded the ILS Runway 24 approach into his Garmin GPS to aid in situational awareness.

Once on final approach for landing, he used his "written checklist" and performed his "GUMPF's" check several times. Everything seemed "normal;" however, when the airplane touched down, it felt like the airplane touched down normally then dropped. The airplane then skidded to a stop. He shut the fuel and all the electrical power off, exited the airplane and waited for airport fire and rescue personnel to arrive.

Examination of the airplane revealed that the bottom of the fuselage displayed extensive areas of ground down, scraped, and torn sheet metal. The forward spar carry through, the left side keel beam, the pitot tube, and left engine exhaust tips were damaged. In addition, both engine propeller blades were curled and damaged. The nose, left and right main landing gear doors, and the left and right wing flaps were also damaged.

According to Federal Aviation Administration (FAA) and pilot records, the pilot held a private pilot certificate with ratings for airplane single-engine land, airplane multi-engine land, and instrument airplane. His most recent application for a FAA third-class medical certificate was dated April 18, 2016. The pilot reported that he had accrued approximately 868 total hours of flight experience.

According to FAA and maintenance records, the airplane was manufactured in 1976. The airplane's most recent annual inspection was completed on November 9, 2016. At the time of the inspection, the airplane had accrued 4521.7 total hours of operation.

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N62RF
Model/Series:	95B55	Aircraft Category:	Airplane
Amateur Built:	No		
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night
Observation Facility, Elevation:	KISP, 84 ft msl	Observation Time:	2056 EDT
Distance from Accident Site:	0 Nautical Miles	Temperature/Dew Point:	6° C / 2° C
Lowest Cloud Condition:		Wind Speed/Gusts, Direction:	6 knots / , 230°
Lowest Ceiling:	Broken / 25000 ft agl	Visibility:	10 Miles
Altimeter Setting:	29.86 inches Hg	Type of Flight Plan Filed:	None
Departure Point:	Islip, NY (ISP)	Destination:	Islip, NY (ISP)

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	40.795278, -73.100278 (est)

Administrative Information

Investigator In Charge (IIC):	Todd G Gunther
Additional Participating Persons:	John R Harris; FAA / FSDO; Farmingdale, NY
Note:	The NTSB did not travel to the scene of this accident.